One Carbon World Carbon Footprint Report

Presented to:

Ribble Valley Borough Council
2024/25

Issued November 2025

Disclaimer:
All reasonable measures have been taken to ensure the accuracy of this report and any errors in data used for footprint calculations are the responsibility of the grant recipient named in this report.

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Think of the environment - print this report only if it is essential.

Introduction

Ribble Valley Borough Council have been awarded the Carbon Neutral International Standard grant.

This report details the carbon footprint of Ribble Valley Borough Council and provides recommendations to reduce and off-set its footprint.

The activities included in the carbon footprint measurement were agreed in consultation between One Carbon World and Ribble Valley Borough Council. The calculation of the footprint was undertaken by One Carbon World after a desk-top review of data provided by Ribble Valley Borough Council.

This report meets the reporting requirements of the Greenhouse Gas (GHG) Protocol Corporate Standard and is compatible with international standards ISO 14064 and PAS 2060. One Carbon World have taken all reasonable measures to ensure the accuracy of this report. Any omissions or errors in data are the responsibility of the grant recipient named in this report.

Carbon Footprint Summary

Name: Ribble Valley Borough Council

Address: Council Offices, Church Walk, Clitheroe, Lancashire BB7 2RA

Description: UK Local Authority - District Council

Footprint Boundary

All activities under operational control, covered under Scopes 1, 2 and 3 of the Greenhouse Gas (GHG) Protocol Corporate Standard as detailed within this report.

Footprint Period

01/04/2024 to 31/03/2025

Emission Categories Included in Footprint

Stationary Combustion, Mobile Combustion, Purchased Energy, C1 - Purchased Goods and Services (partial), C3 - Fuel- and Energy-Related Activities (FERA), C5 - Waste Generated in Operations (wastewater only), C6 - Business Travel.

Emissions Summary

Total carbon footprint of activities measured = 1,422.73 tonnes CO_2e

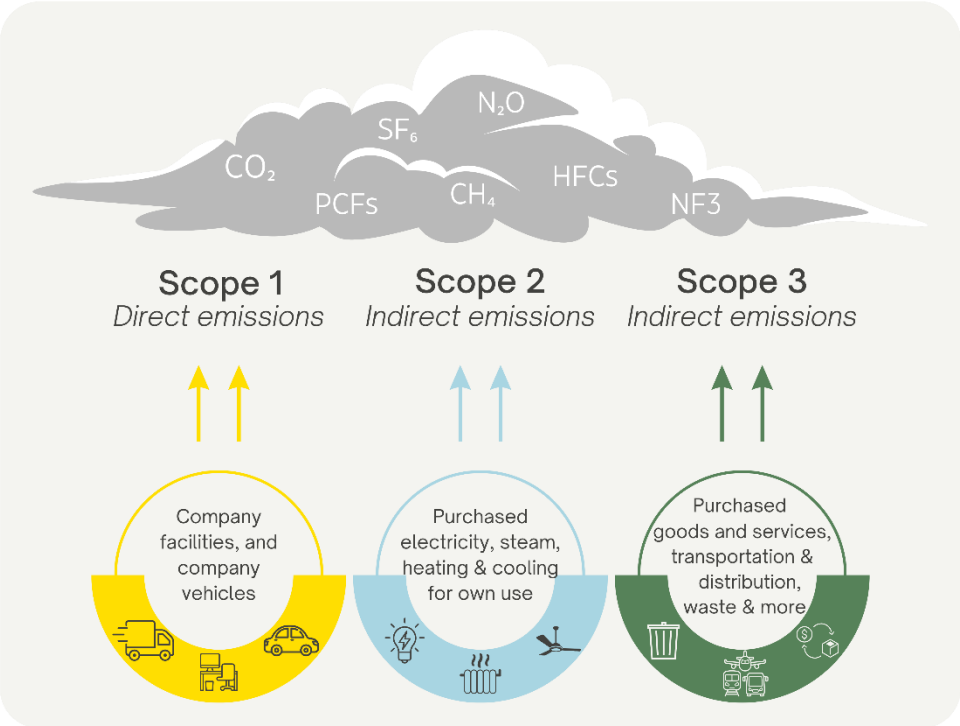
Scope 1 emissions = 822.68 tonnes CO_2e

Scope 2 (location-based) emissions = 162.70 tonnes CO_2e

Scope 3 emissions = 437.35 tonnes CO_2e

Scope of Emissions

The GHG Protocol categorises GHG emissions into three 'scopes'. This enables organisations to distinguish between direct emissions from its own operations and indirect emissions from its value chain (upstream and downstream). The GHG Protocol Corporate Standard requires reporting a minimum of scope 1 and scope 2 emissions.



Scope 1 - Direct GHG Emissions

Scope 1 (direct emissions) emissions are those from activities owned or controlled by an organisation. Direct emissions are principally the result of the following types of activities:

- Stationary combustion: emissions from the combustion of fuels in stationary sources, that the reporting organisation owns or controls. For example, the combustion of natural gas in boilers.

- Mobile combustion: emissions from the combustion of fuels in vehicles that the reporting organisation owns or controls. For example, the combustion of petrol in owned vehicles.

- Fugitive emissions: these emissions result from intentional or unintentional releases, e.g., equipment leaks from joints, seals, packing, and gaskets; methane emissions from coal mines and venting; hydrofluorocarbon (HFC) emissions during the use of refrigeration and air conditioning equipment; and methane leakages from gas transport

- Physical or chemical processing: most of these emissions result from manufacture or processing of chemicals and materials, e.g. cement, aluminium, and waste processing

Scope 1 Emissions data supplied and included in footprint

- Total Passenger vehicles : Cars (by size) : Average car km : Plug-in Hybrid Electric Vehicle
- Total Fuels : Liquid fuels : Diesel (average biofuel blend) litres :
- Total Fuels : Gaseous fuels : Natural gas kWh (Gross CV) :
- Total Bioenergy : Biofuel : Biodiesel HVO litres :

Scope 2 - Indirect GHG Emissions

Scope 2 (indirect) emissions are those from the generation of purchased electricity, heat, steam and cooling. These indirect emissions are a consequence of an organisation's energy use but occur at sources that are not owned or controlled.

Scope 2 Emissions data supplied and included in footprint

- Total UK electricity for Evs : Vans : Average (up to 3.5 tonnes) km : Battery Electric Vehicle
- Total UK electricity for Evs : Cars (by size) : Average car km : Plug-in Hybrid Electric Vehicle
- Total UK electricity : Electricity generated : Electricity: UK kWh :

Scope 3 - Indirect GHG Emissions

Scope 3 emissions are all indirect emissions (not included in scope 2) that occur in the reporting organisations value chain, including both upstream and downstream emissions. Examples of Scope 3 emissions include business travel (by means not owned or controlled

by an organisation), waste disposal, and purchased goods and services. Deciding if emissions from a vehicle, office or factory are Scope 1 or Scope 3 may depend on how operational boundaries are defined.

Scope 3 Emissions data supplied and included in footprint

- Total WTT- UK & overseas elec : WTT- UK electricity (T&D) : Electricity: UK kWh
- Total WTT- UK & overseas elec : WTT- UK electricity (generation) : Electricity: UK kWh
- Total WTT- pass vehs- land : WTT- cars (by size) : Average car km : Plug-in Hybrid Electric Vehicle
- Total WTT- pass vehs- land : WTT- cars (by size) : Average car km : Petrol
- Total WTT- pass vehs- land : WTT- cars (by size) : Average car km : Hybrid
- Total WTT- pass vehs- land : WTT- cars (by size) : Average car km : Diesel
- Total WTT- pass vehs- land : WTT- cars (by size) : Average car km : Battery Electric Vehicle
- Total WTT- fuels : Liquid fuels : Diesel (average biofuel blend) litres
- Total WTT- fuels : Gaseous fuels : Natural gas kWh (Gross CV)
- Total WTT- delivery vehs : WTT- vans : Average (up to 3.5 tonnes) km : Battery Electric Vehicle
- Total WTT- bioenergy : WTT- biofuel : Biodiesel HVO litres
- Total Water treatment : Water treatment : Water treatment cubic metres
- Total Water supply : Water supply : Water supply cubic metres
- Total UK electricity T&D for EVs : Vans : Average (up to 3.5 tonnes) km : Battery Electric Vehicle
- Total UK electricity T&D for EVs : Cars (by size) : Average car km : Plug-in Hybrid Electric Vehicle
- Total Transmission and distribution : T&D- UK electricity : Electricity: UK kWh
- Total Spend Value : Soap and detergents, cleaning and polishing preparations, perfumes and toilet preparations
- Total Spend Value : Rubber and plastic products
- Total Spend Value : Rail transport services
- Total Spend Value : Printing and recording services
- Total Spend Value : Postal and courier services
- Total Spend Value : Paper and paper products
- Total Spend Value : Other manufactured goods
- Total Spend Value : Other food products
- Total Spend Value : Land transport services
- Total Spend Value : Furniture
- Total Spend Value : Dairy products
- Total Spend Value : Computer, electronic and optical products
- Total Business travel- land : Cars (by size) : Average car km : Petrol
- Total Business travel- land : Cars (by size) : Average car km : Hybrid

- Total Business travel- land : Cars (by size) : Average car km : Diesel
- Total Business travel- land : Cars (by size) : Average car km : Battery Electric Vehicle

Methodology and Assumptions

Footprint Calculation Method

The most common approach for calculating GHG emissions is through the application of documented and approved GHG emissions conversion factors. These factors are calculated ratios that relate GHG emissions to a proxy measure of activity at an emissions source.

Further detail on emissions factors and the methodology behind them can be found at https://www.gov.uk/government/collections/government-conversion-factors-for-company-reporting

The activity data or amount of 'resources' used are multiplied by the relevant emissions factors to calculate total Greenhouse Gas equivalent (CO_2e) emissions.

GHG emissions = activity data x emission conversion factor

There are seven main GHGs that contribute to climate change, as covered by the Kyoto Protocol: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulphur hexafluoride (SF_6) and nitrogen trifluoride (NF_3). Different activities emit different gases, and an organisation should report on the Kyoto Protocol GHG gases produced by its activities.

CO_2e is the universal unit of measurement to indicate the global warming potential (GWP) of GHGs, expressed in terms of the GWP of one unit of CO_2. The GWPs used in the calculation of CO_2e are based on the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4) over a 100-year period (this is a requirement for inventory/national reporting purposes). All conversion factors used in this report are in units of kilograms of carbon dioxide equivalent (kg CO_2e).

Assumptions and Omissions

- Mobile Combustion: diesel allocated as average biofuel blend.
- Mobile Combustion: the quantity of biodiesel HVO consumed has been estimated based on total HVO cost and an average unit cost of £1.69 per litre (provided by Ribble Valley Borough Council). While it is generally recommended to track actual fuel consumption rather than estimate it using unit rates, this is no longer necessary in this case, as the use of HVO was limited to a trail period that has since concluded.
- Refrigerants: there were no reported refrigerant leakages during the measurement period.
- Purchased Energy: leased battery electric vans are charged exclusively onsite. As a result, emissions associated with electricity use have been accounted for in building electricity consumption.
- Purchased Energy: it is uncertain what percentage of plug-in hybrid leased cars are charged onsite and offsite, therefore to mitigate the risk of underreporting, it has been assumed that all plug-in hybrid cars are charged offsite and therefore have been accounted for in addition to emissions from building electricity consumption.
- Leased Electric Cars: the actual distanced travelled in the Mayoral lease car is unknown. Therefore, annual distance has been estimated by dividing the total distance travelled during the lease period (32,697 km) by the duration of the lease agreement (4 years). This yields an average annual distance of 8,174 km.
- Water Treatment: it is assumed that all supplied water eventually enters the sewage system through the main drains.
- Business Travel: it is assumed that employee owned electric vehicles used for business travel are charged offsite (e.g., employee homes).
- Purchased Goods and Services: spend on protective clothing has been allocated to other manufactured goods.
- Purchased Goods and Services: spend on reference books and newspapers have been allocated to printing and recording services.

- Purchased Goods and Services: all spend-based data has been uplifted to account for VAT.
- Well to Tank Scope 3 emissions associated with extraction, refining and transportation of raw fuels and Transmission and distribution (T&D) Scope 3 emissions associated with grid losses (the energy loss that occurs in getting the electricity from the power plant to the organisations that purchase it), are included in the footprint calculations.
- Outside of scopes emissions are also included in the footprint calculations. Outside of scopes emissions account for the direct carbon dioxide (CO2) impact of burning biomass and biofuels. The emissions are labelled 'outside of scopes' because the Scope 1 impact of these fuels has been determined to be a net '0' (since the fuel source itself absorbs an equivalent amount of CO2 during the growth phase as the amount of CO2 released through combustion). Full reporting of any fuel from a biogenic source should have the 'outside of scopes' CO2 value documented to ensure complete accounting for the emissions created.

Carbon Footprint

Location Based

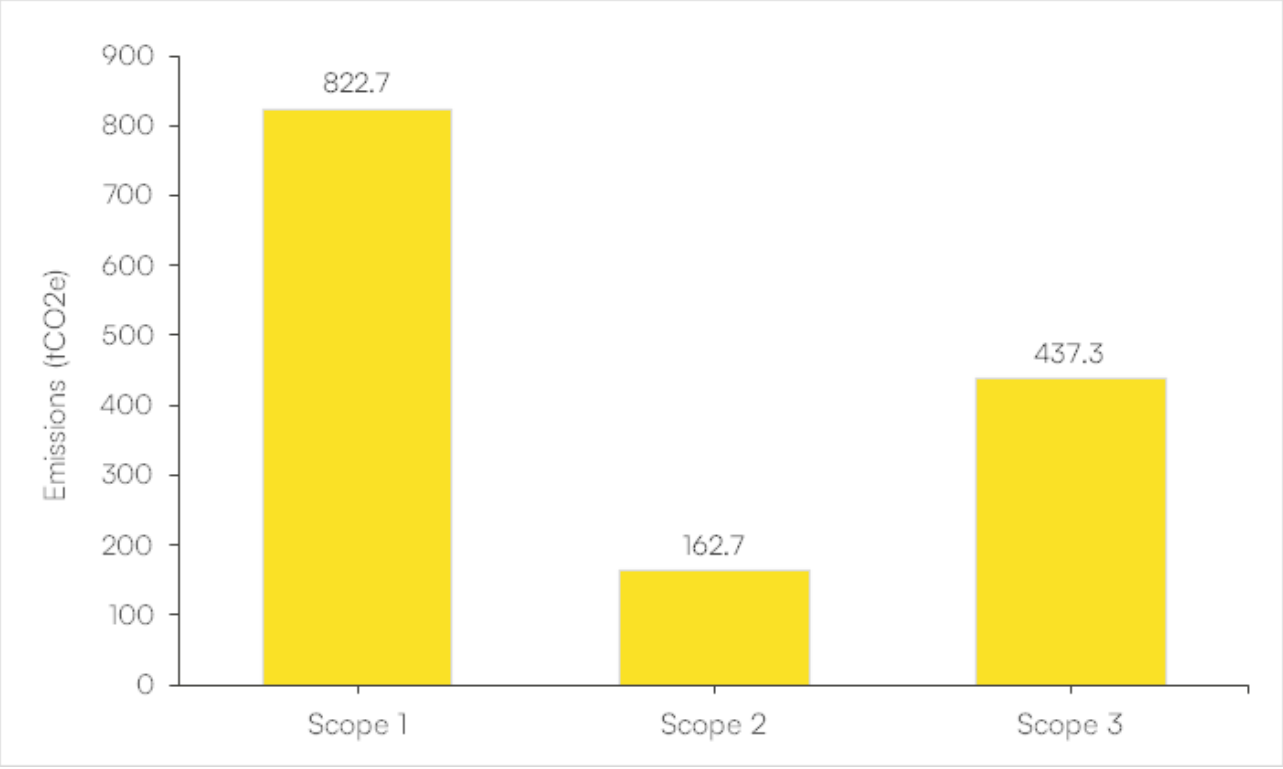
The Total Carbon Footprint of the activities measured = **1,422.73 tonnes CO_2e.**
This method reflects the average emissions intensity of grids on which energy consumption occurs. This method is reflected in the graphs and tables within this report.

Market Based

The Total Carbon Footprint of the activities measured = **1,633.84 tonnes CO_2e.**
This method reflects emissions from electricity that has purposefully been chosen (or the lack of choice). This has been calculated using a supplier specific emission factor from Npower for their 'All other products' tariff[1]. This factor is for the period 1 April 2024 to 31 March 2025.

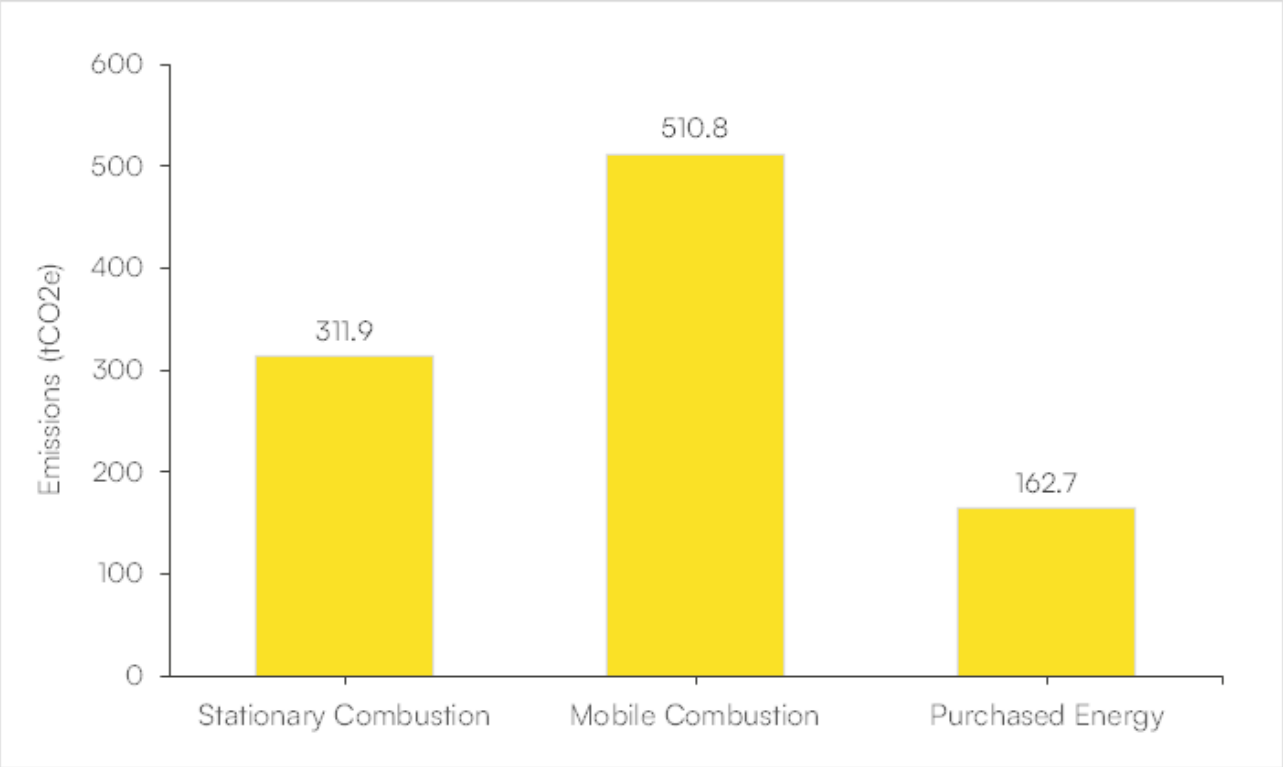
Total Outside of Scope emissions = 124.43 tonnes CO_2e.
This relates to out of scope emissions from electricity, diesel and biodiesel HVO.

Emissions by Scope

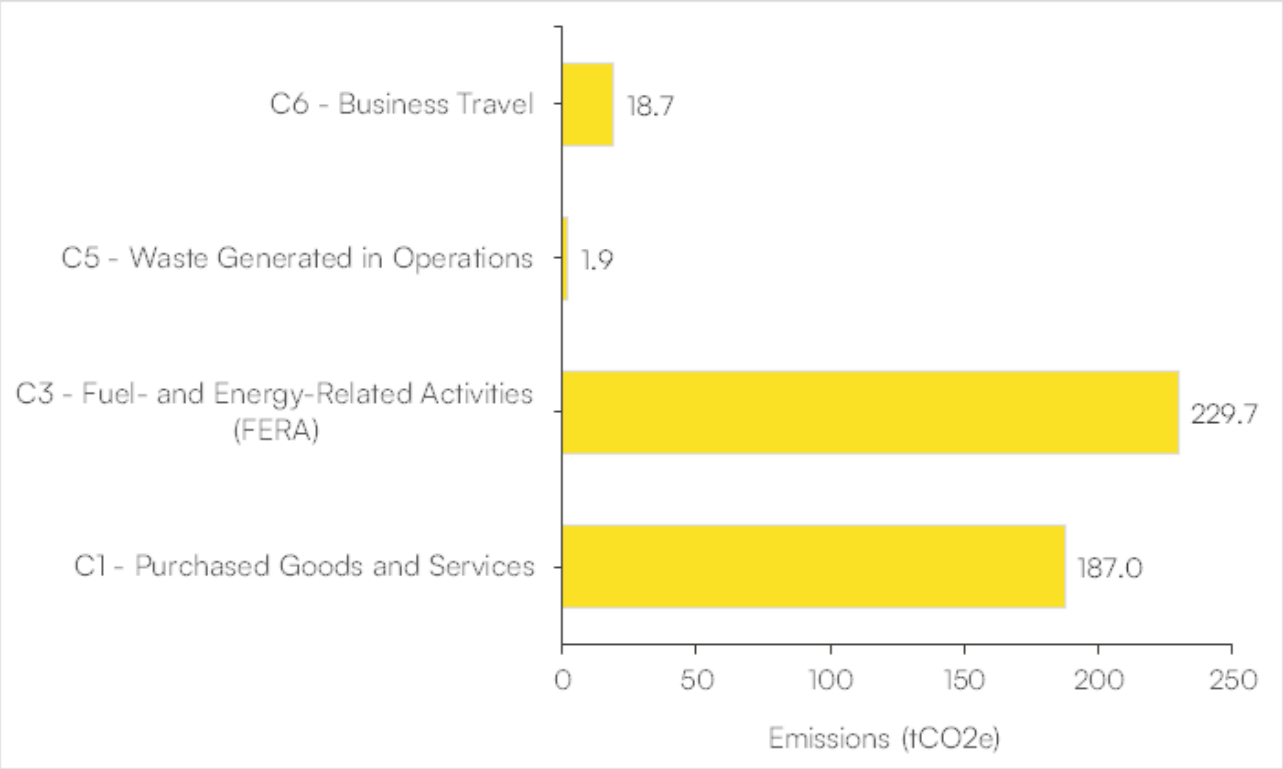


[1] Our fuel mix break down | npower Business Solutions

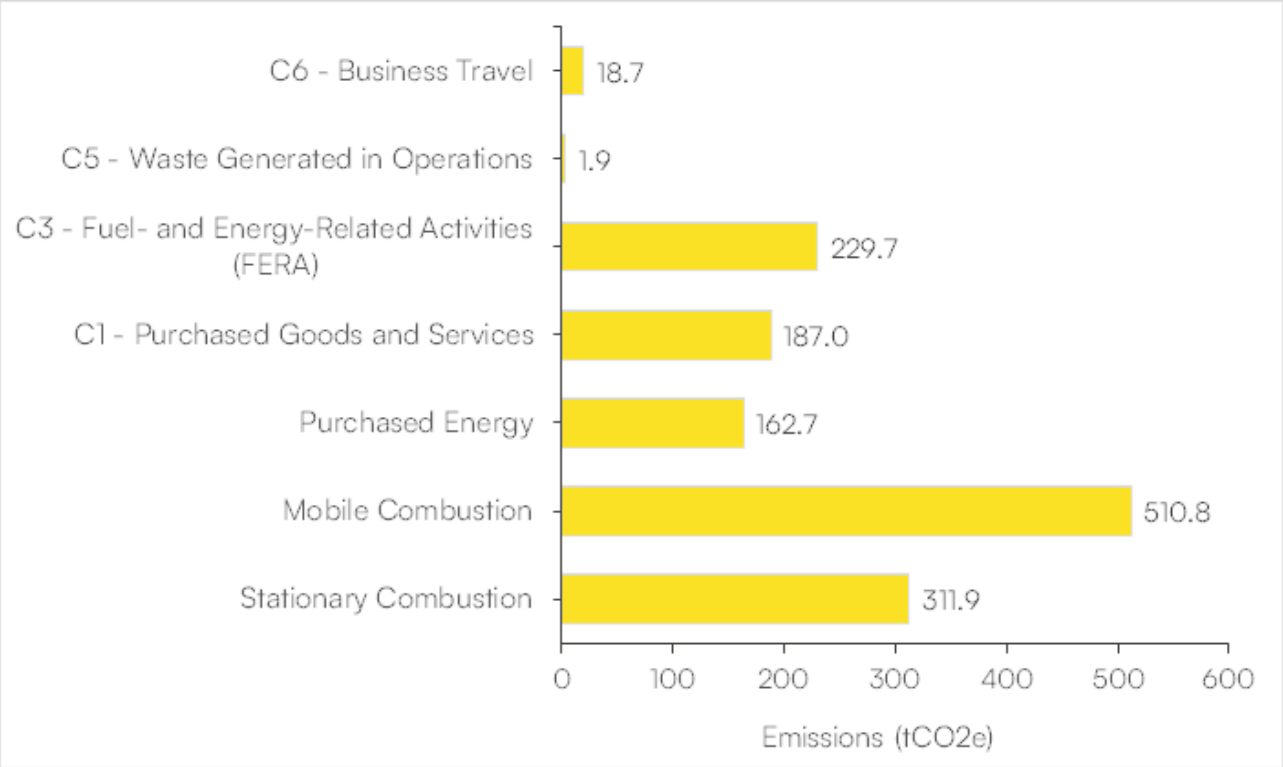
Scope 1 and Scope 2 Emissions Breakdown



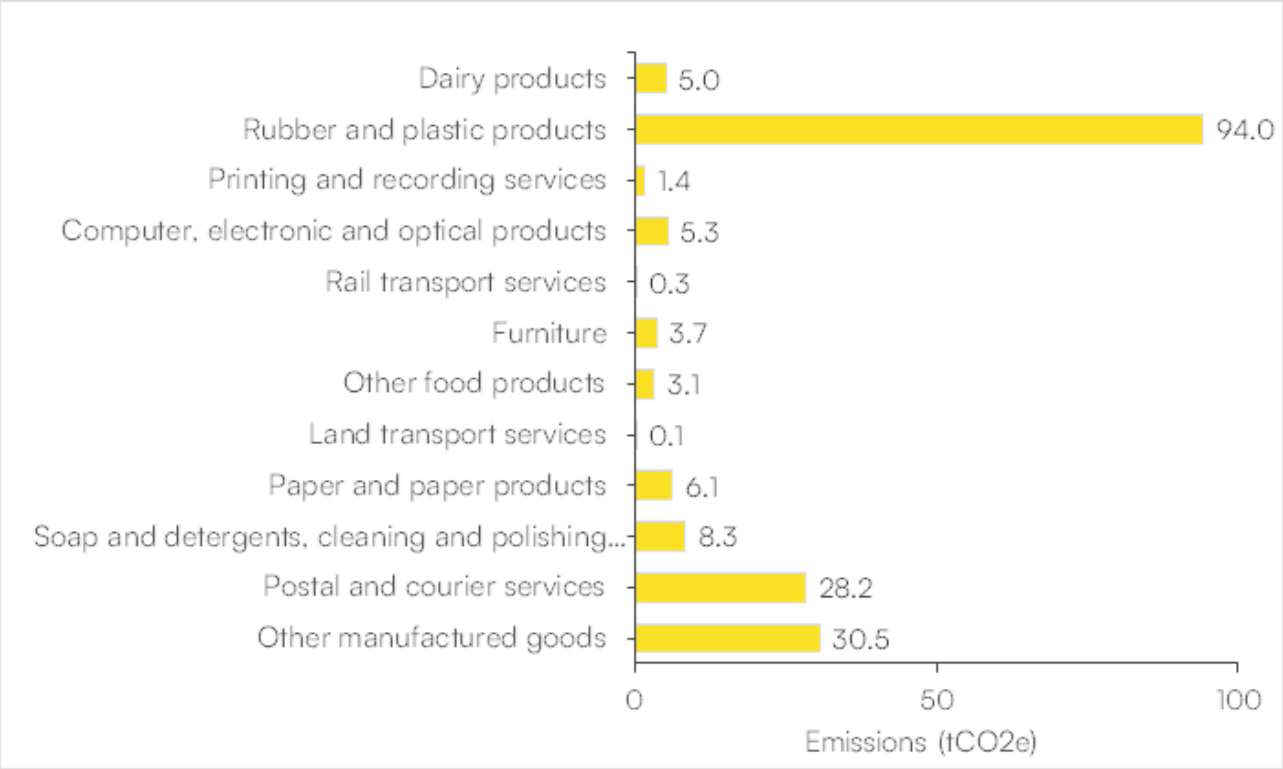
Scope 3 Emissions Breakdown



Emissions Category Breakdown



Emissions by Spend Value



High Impact Areas and Emissions Tracking

The most significant sources of CO_2e emissions identified are:

- Emissions arising from diesel consumption (44.53%)
- Emissions arising from natural gas consumption (22.54%)
- Emissions arising from electricity consumption (15.18%)

To build on this, Ribble Valley Borough Council could aim to provide data on all purchased goods and services, excluding activities that have already been accounted for using other data types. In doing so, a scope 3 screening exercise could be carried out to identify any high impact activities that are not currently accounted for. Ensuring that distance-based data is accurately tracked for all owned and leased vehicles would also reduce the reliance on estimations and therefore improve the reliability of calculations. Furthermore, Ribble Valley Borough Council could aim to capture data on additional scope 3 categories, such as solid waste and employee commuting.

To effectively monitor the Carbon Footprint of Ribble Valley Borough Council over time, emissions are measured relatively against average employee headcount (e.g. tonnes CO_2e per employee).

Footprint Period: 2024/25 Assessment

1,422.73 tonnes CO_2e / 233 employees = 6.11 tonnes of CO_2e per employee per year.

Base Year Adjustment

For the 2024/25 measurement period, spend-based calculations have been updated to use the 2022 DEFRA emission factor database, replacing the previously used 2012 version. This updated database reflects more accurate and up to date emission intensities. However, the use of the updated database has resulted in a material difference compared to previous emission assessments (>5%), and therefore the 2024/25 inventory will be used as the new base year for future reporting.

Part 1 — Carbon Footprint Reduction Recommendations

Energy and Fuels

- Improve consumption visibility by setting up a central platform for monitoring and targeting of building energy use.
- Ensure out of hours energy consumption is minimised where possible.
- Develop and implement a staff energy and environmental awareness programme, consider introducing a web based tailored staff awareness training solution.
- Where relevant review the Ribble Valley Borough Council Energy Performance of Buildings Directive (EPBD) reports (DECs/EPCs/TM44). Assess and roll out recommendations where appropriate. Opportunities may include improvements to building fabric, higher efficiency heating systems, use of alternative/renewable energy sources for heating for example Air Source Heat Pumps (ASHPs) Ground Source Heat Pumps (GSHPs), solar thermal, solar PV or biomass capacity.
- Ensure roll out of high efficiency LED lighting with integrated lighting sensors and controls where appropriate.
- Ensure all PCs and ancillary equipment is switched off out of hours, consider introducing a site wide script to isolate all equipment outside of business hours.

Waste

Waste and recycling should be tracked closely on an annual basis. Focus on waste minimization in the first instance - divert waste from landfills through waste minimization, recycling, composting, donations, or reuse. Conduct at least one waste audit every two years and set targets to reduce, reuse and recycle. The audit may be performed by an internal team or a contracted third party. Opportunities for improvement may include increased recycling and other waste diversion methods.

Transport

- Improvements to fuel and mileage monitoring and management and development of a transport policy and objectives.
- As more electric vehicles are available in the marketplace, a continued transition to low/no carbon vehicles should be planned and will mean that Ribble Valley Borough Council will be able to further reduce the carbon footprint of its operations as well as costs.
- It is understood that staff are required to travel during day-to-day activities however a travel hierarchy could be implemented which applies the following principles:
  - Is the travel necessary - can the meeting be undertaken virtually (zero emissions)?
  - If the travel is necessary - can 'active travel' be used (zero or very low emissions)?
  - If the travel is necessary and not local - can public transport be used (low emissions)?
  - If the above are not practical consider pool cars/hire cars, making sure they are low emission and hire cars used for +100-mile trips only (prioritise low emission vehicles).
  - If the above are not practical, grey fleet expenses policies could reward use of low emission vehicles where relevant (encourage low emission vehicles).
  - Only use air travel where this is necessary (high emissions).

Purchasing of Goods and Services

Procurement of products used in the operation is an important support mechanism in delivering the Ribble Valley Borough Council decarbonisation objectives. This can be achieved through further engagement with key stakeholders as early as possible to identify the outcome required and determining, in conjunction with the market, the best way of delivering this. This may involve challenging the norm and capturing and embracing innovative solutions. Agreed sustainability objectives and requirements can then be embedded through the procurement processes (specification, tender, evaluation criteria & contract management).

If Ribble Valley Borough Council have an extensive supply chain a prioritisation exercise could highlight services providers which represent the highest balance of, empirically assessed, categories according to spend or carbon impact as relevant to Ribble Valley Borough Council.

The outcome of this exercise can then ensure effort is focused where needed and prioritises market engagement requirements as well as who internally needs to be engaged and aware of key issues. This then helps the prioritisation of expenditure on sustainability resource, which in turn informs the focus on priority suppliers and categories and internal stakeholders.

Support, tools and other resources will be required over the coming years to help organisations such as Ribble Valley Borough Council drive change across their supply chain including from UK Government. Some sustainable procurement tools and guidance are already in place:

- https://www.gov.uk/guidance/sustainable-procurement-tools

These are written for the public sector, but principles can be applied by any organisation and reviewed so that useful specifications can be identified and applied for Ribble Valley Borough Council. The most important stage within the procurement process is always to undertake a review of the need for procurement in the first instance and to question if alternative procurement routes should be considered.

These recommendations are non-exhaustive and are designed to provide guidance only.

Part 2 — Carbon Neutrality Achievement Support Scope 1 & 2

We are pleased to confirm that Ribble Valley Borough Council has been awarded the Carbon Neutral International Standard grant which includes the retirement of up to 100 tonnes equivalent of carbon credits from verified international projects and from United Nations clean development mechanism projects. With the retirement of these credits from 2024 - 2025 the Carbon Footprint from Ribble Valley Borough Council will be offset to a total of **1,323 tonnes.** The One Carbon World grant fund further supports the cost of carbon credits at £6.00 per ton for your Scope 1 and Scope 2 emissions.

The grant fund can support Ribble Valley Borough Council to rebalance all of their Scope 1 and Scope 2 emissions, on doing so we will issue you with a Carbon Neutrality Statement, empowering your teams to communicate to all stakeholders that they have measured and off-set all emissions arising from Scope 1 and Scope 2 activities.

Remaining Scope 1 & 2 emissions: 886.00 tCO_2e

Guide Typical Cost of Carbon Neutrality: £10,632.00 (886.00 x £12[2])

Guide Grant Fund Cost of Carbon Neutrality: £5,316.00 (886.00 x £6.00)

Carbon Neutrality Achievement Support Scope 1, Scope 2 and (partial) Scope 3

The One Carbon World customer services team will share a proposal with you to support you with the options in balancing your remaining emissions covering the period 01/04/2024-31/03/2025.

[2] This is based on a carbon credit market price of £12 per ton

Scope Breakdown

Emission Scope	Emissions (tCO2e)	% Total Footprint
Scope 1	822.68	57.82%
Scope 2 (location-based)	162.70	11.44%
Scope 3	437.35	30.74%
Total	1,422.73	
Outside of Scope	124.43	

Category Breakdown

Category	Emissions (tCO2e)	% Total Footprint
Stationary Combustion	311.86	21.92%
Mobile Combustion	510.82	35.90%
Purchased Energy	162.70	11.44%
C1 - Purchased Goods and Services	187.02	13.14%
C3 - Fuel- and Energy-Related Activities (FERA)	229.71	16.15%
C5 - Waste Generated in Operations	1.92	0.14%
C6 - Business Travel	18.70	1.31%

Client Reference Breakdown

Scope	Reference	Emissions (tCO2e)
Scope 1	Mobile Combustion - Diesel	509.59
Scope 1	Mobile Combustion - HVO	0.02
Scope 1	Mobile Combustion - Lease Car - Plug-in Hybrid	1.21
Scope 1	Stationary Combustion - Natural Gas	311.86
Scope 2	Purchased Energy - Electricity	162.52
Scope 2	Purchased Energy - Lease Car - Plug-in Hybrid	0.18
Scope 3	Business Travel - Battery Electric Car	0.03
Scope 3	Business Travel - Coach	0.14
Scope 3	Business Travel - Diesel Car	8.26
Scope 3	Business Travel - Hybrid Car	2.24
Scope 3	Business Travel - Petrol Car	7.72
Scope 3	Business Travel - Rail	0.32
Scope 3	FERA - Electricity	53.51
Scope 3	FERA - Lease Car - Plug-in Hybrid	0.40
Scope 3	FERA - Mobile Combustion - Diesel	123.91
Scope 3	FERA - Mobile Combustion - HVO	0.38
Scope 3	FERA - Stationary Combustion - Natural Gas	51.51

Scope 3	Purchased Goods and Services	185.43
Scope 3	Water Supply	1.59
Scope 3	Water Treatment	1.92
	Total	**1,422.73**

Emissions Factors Used in Footprint Calculation

Activity Type	Emissions Factor	Source
WTT- UK & overseas elec	Total WTT- UK & overseas elec : WTT- UK electricity (generation) : Electricity: UK kWh	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
WTT- UK & overseas elec	Total WTT- UK & overseas elec : WTT- UK electricity (T&D) : Electricity: UK kWh	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
WTT- pass vehs- land	Total WTT- pass vehs- land : WTT- cars (by size) : Average car km : Petrol	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
WTT- pass vehs- land	Total WTT- pass vehs- land : WTT- cars (by size) : Average car km : Diesel	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
WTT- pass vehs- land	Total WTT- pass vehs- land : WTT- cars (by size) : Average car km : Hybrid	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
WTT- pass vehs- land	Total WTT- pass vehs- land : WTT- cars (by size) : Average car km : Battery Electric Vehicle	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
WTT- pass vehs- land	Total WTT- pass vehs- land : WTT- cars (by size) : Average car km : Plug-in Hybrid Electric Vehicle	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
WTT- fuels	Total WTT- fuels : Gaseous fuels : Natural gas kWh (Gross CV)	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
WTT- fuels	Total WTT- fuels : Liquid fuels : Diesel (average biofuel blend) litres	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
WTT- delivery vehs	Total WTT- delivery vehs : WTT- vans : Average (up to 3.5 tonnes) km : Battery Electric Vehicle	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
WTT- bioenergy	Total WTT- bioenergy : WTT- biofuel : Biodiesel HVO litres	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
Water treatment	Total Water treatment : Water treatment : Water treatment cubic metres	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
Water supply	Total Water supply : Water supply : Water supply cubic metres	DESNZ / DEFRA GHG Conversion Factors for

		Company Reporting 2024
UK electricity T&D for EVs	Total UK electricity T&D for EVs : Cars (by size) : Average car km : Plug-in Hybrid Electric Vehicle	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
UK electricity T&D for EVs	Total UK electricity T&D for EVs : Vans : Average (up to 3.5 tonnes) km : Battery Electric Vehicle	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
UK electricity for Evs	Total UK electricity for Evs : Cars (by size) : Average car km : Plug-in Hybrid Electric Vehicle	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
UK electricity for Evs	Total UK electricity for Evs : Vans : Average (up to 3.5 tonnes) km : Battery Electric Vehicle	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
UK electricity	Total UK electricity : Electricity generated : Electricity: UK kWh	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
Transmission and distribution	Total Transmission and distribution : T&D- UK electricity : Electricity: UK kWh	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
Spend Value	Total Spend Value : Rail transport services	CPI Linked EEIO Factors - 2024
Spend Value	Total Spend Value : Land transport services	CPI Linked EEIO Factors - 2024
Spend Value	Total Spend Value : Dairy products	CPI Linked EEIO Factors - 2024
Spend Value	Total Spend Value : Other food products	CPI Linked EEIO Factors - 2024
Spend Value	Total Spend Value : Other manufactured goods	CPI Linked EEIO Factors - 2024
Spend Value	Total Spend Value : Paper and paper products	CPI Linked EEIO Factors - 2024
Spend Value	Total Spend Value : Printing and recording services	CPI Linked EEIO Factors - 2024
Spend Value	Total Spend Value : Soap and detergents, cleaning and polishing preparations, perfumes and toilet preparations	CPI Linked EEIO Factors - 2024
Spend Value	Total Spend Value : Rubber and plastic products	CPI Linked EEIO Factors - 2024
Spend Value	Total Spend Value : Computer, electronic and optical products	CPI Linked EEIO Factors - 2024
Spend Value	Total Spend Value : Furniture	CPI Linked EEIO Factors - 2024
Spend Value	Total Spend Value : Postal and courier services	CPI Linked EEIO Factors - 2024
Passenger vehicles	Total Passenger vehicles : Cars (by size) : Average car km : Plug-in Hybrid Electric Vehicle	DESNZ / DEFRA GHG Conversion Factors for

		Company Reporting 2024
Fuels	Total Fuels : Gaseous fuels : Natural gas kWh (Gross CV)	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
Fuels	Total Fuels : Liquid fuels : Diesel (average biofuel blend) litres	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
Business travel- land	Total Business travel- land : Cars (by size) : Average car km : Petrol	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
Business travel- land	Total Business travel- land : Cars (by size) : Average car km : Diesel	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
Business travel- land	Total Business travel- land : Cars (by size) : Average car km : Hybrid	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
Business travel- land	Total Business travel- land : Cars (by size) : Average car km : Battery Electric Vehicle	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024
Bioenergy	Total Bioenergy : Biofuel : Biodiesel HVO litres	DESNZ / DEFRA GHG Conversion Factors for Company Reporting 2024